

Baltimore/Washington International Thurgood Marshall Airport

2014 Airport Noise Zone Update and Noise Abatement Plan - Executive Summary



Background

The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation-related noise. The aviation portion of the Act requires Maryland Aviation Administration (MAA) to adopt an Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) that minimize the impact of aircraft noise on people living near Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and prevents incompatible land development around the Airport. The Code of Maryland Regulations (COMAR) also requires MAA to update the ANZ approximately every five years to account for changes in total annual aircraft operations, aircraft types, and aircraft flight paths that may result in changes to the overall aircraft noise levels.

Public Hearing and Comment Period

The Public Workshop and Public Hearing will be held at the MAA offices at 991 Corporate Boulevard in Linthicum MD, on Tuesday October 21, 2014. The Workshop will be held from 5:30 p.m. until 7 p.m. and the Public Hearing will begin at 7 p.m. The Public Hearing will provide interested people an opportunity to comment on proposed revisions to the 2014 BWI Marshall ANZ Update.

A thirty-day public comment period for the ANZ begins on Friday, October 3, 2014. Written statements, in lieu of or in addition to an oral presentation at the hearing, may be submitted to Ms. Sample at the address, located on the back of this Executive Summary, until 5 p.m. on Wednesday November 3, 2014 in order to be included in the "Public Hearing Transcript".

The complete ANZ is a 10 sheet set, overlaid on individual tax maps so individual parcels can be identified. The complete set is available at the various libraries and MAA's website, which are listed in this Executive Summary. The complete

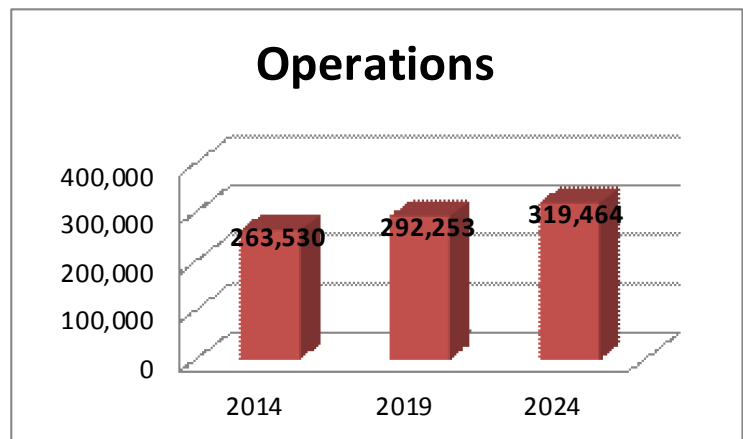
ANZ development documentation is available at MAA's website, and MAA offices (991 Corporate Boulevard in Linthicum MD, available for review during business hours).

2014 Airport Noise Zone

The ANZ is determined by a composite of three noise contours: a base year contour, a five-year forecast, and a ten-year forecast. The largest of the three contours in any area around the Airport determines the Noise Zone, thereby offering protection within the largest of the existing or future noise exposure contours. The MAA uses the ANZ to control incompatible land development around BWI Marshall.

Noise level contours are defined by the annual noise metric Day-Night Average Sound Level (L_{dn}). The L_{dn} is based on all sound energy produced by aircraft flight operations within a 24-hour period plus a penalty for each single nighttime operation (between 10 p.m. and 7 a.m.) which equates to 10 daytime operations. The L_{dn} is presented in five-decibel increments from 65 dB L_{dn} to 75 dB L_{dn} .

The proposed 2014 BWI Marshall ANZ Update is comprised of noise level contours for years 2014, 2019 and 2024. Forecast aircraft operation levels for the three years are presented below.



The proposed 2014 BWI Marshall ANZ Update is presented on the opposite page of this Executive Summary. Estimated housing counts and population within the proposed 2014 ANZ are presented below.

Noise level L _{dn} (dB)	Estimated Population	Estimated Housing Units
65-70	3,525	1,456
70-75	66	25
75+	0	0
Total	3,591	1,481

Estimated Residential Population within Day-Night Average Sound Level (L_{dn}) Contours in the proposed 2014 BWI Marshall ANZ Update

Noise Abatement Plan

The BWI Marshall Noise Abatement Plan (NAP) prescribes measures to monitor and reduce or eliminate impacted land use areas to the extent feasible, while maintaining efficient airport operations. It fulfills State requirements under COMAR. An impacted land use area is defined as land within the ANZ, occupied by a land use with a cumulative noise exposure at or above the required noise limit for that land use.

In developing and monitoring the NAP, MAA works closely with the BWI Marshall Neighbors Committee, which consists of representatives from eleven communities neighboring the Airport. While operational measures receive the most public attention, the program is well rounded, and includes complementary compatible land use measures and other measures that focus on program implementation, communication, monitoring, and updating. The cooperative airport, citizen, and user effort has been, and will continue to be, the key to the success of the noise abatement program.

The Noise Abatement Plan also fulfills federal requirements for a noise compatibility program under Title 14 Code of Federal Regulations Part 150 (14 CFR Part 150, or Part 150). Part 150 requires U.S. airports to develop a noise compatibility program to secure federal funding for noise mitigation programs and to gain federal approval to implement certain noise abatement procedures.

Changes to the NAP

In August 2007, MAA submitted an updated Noise Compatibility Program to the FAA for review and approval. The update was approved by FAA on February 26, 2008; therefore certain elements of the Noise Abatement Plan have been updated to reflect those changes, as described below:

The MAA modified the existing Noise Rule for Runway 15L/33R by changing the aircraft noise level criteria and source. The result of the proposed change still maintains the original intent of the rule – keeping the 65 dB L_{dn} contour associated with Runway 15L/33R on-airport and away from noise sensitive land uses while permitting additional (relatively quiet) aircraft to use the runway.

The MAA modified its existing Voluntary Residential Property Acquisition and Homeowners Assistance (sound proofing and resale assurance) programs to expand eligibility to the 65 dB L_{dn} contour as defined by the FAA accepted Part 150 Noise Exposure Map (NEM). All other portions of these existing program elements will remain the same.

BWI Marshall Neighbors Committee and Community Advisory Committee

The BWI Marshall Neighbor's Committee was established in 1983 by the MAA in response to neighbors concerns about aircraft noise and future airport growth and development. The BWI Marshall Neighbors Committee formed the basis of the Community Advisory Committee for this study. The Community Advisory Committee, made up of neighborhood representatives, airport users, fixed-base operators, pilots, elected officials, and local, state, and federal officials, provides input and makes recommendations to the staff. Committee members helped disseminate information on the study to the rest of the community and aviation industry and solicit their input. On May 14, 2014, a Community Advisory Committee meeting was held. MAA presented the study progress. Questions and comments were received during the meeting, but MAA did not receive any comments that substantially affected the ANZ update.

BWI Noise Abatement Plan Summary

Noise Abatement Elements

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| Aircraft Noise Abatement Departure Procedures | • Noise abatement flight tracks, which specify turn locations, on all runways |
| Aircraft Noise Abatement Arrival Procedures | • VFR noise abatement arrival procedures |
| Preferential Runway Use System | • West operations are preferred for noise abatement |
| | • Runway 10/28 is the preferred runway for noise abatement between the hours of 2300 and 0500 local time |
| | • Limitation on use of Runway 33R from 2300 to 0500 local time |
| | • Practice landings and approaches by jet and turboprop aircraft are prohibited on all runways from 2300 to 0700 local time |
| | • Noise Rule for Runway 15L/33R |
| Continued Restricted Use of Runway 4/22 | • Runway 4/22 was permanently closed as a runway effective August 6, 2014 |
| Control of Ground Based Noise Sources | • Powerback Restrictions |
| | • Engine Maintenance Runup Restrictions |
| | • Tree Buffer Along East Airport Boundary |
| Continued Monitoring | • Noise Hotline |
| | • Quarterly Report |
| | • Airport Noise and Operations Monitoring System |

Land Use Elements

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|-------------------------------------|---|
| Control of Incompatible Development | • Airport Noise Zone |
| | • Board of Airport Zoning Appeals (BAZA) |
| | • Noise Zone Notification in Real Estate Transactions |
| Noise Assistance Programs | • Voluntary Residential Property Acquisition Program |
| | • Homeowners Assistance Program |
| | • School Soundproofing Program |

For Additional Information

Please contact:
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Compatibility
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The large scale proposed 2024 ANZ, along with this
this Executive Summary, are available at the libraries
listed to the right. Or visit our website at:
<http://www.maacommunityrelations.com/>

Anne Arundel County

Linthicum Branch
Severn Community Branch
(formerly Provinces)
Brooklyn Park Branch
Riviera Beach Branch
Glen Burnie Branch
(formerly North County)
Severna Park Branch

Baltimore County

Arbutus Branch

Howard County

East Columbia Branch
Central Branch
Elkridge Branch
Miller Branch
Savage Branch